

	A	B	C	D	E	F	G
1	## North America Emission Control Area Fuel Oil Non-Availability Report						
2	## ECA0100						
3	## 1	2	3	4	5	6	7
4	##						
5	##(Include Double Pound for comments, not form fields)						
6	##Report Form ID	Ship Operator Name	Vessel Name	Flag Country	IMO ID Number	Date of ECA First Notice	Location of ECA First Notice
7							
8		Carisbrooke Shipping Ltd	Steffi C	UK	9523926	19/09/2016 19:39	Corinto // Nicaragua

	H	I	J	K	L
1					
2					
3	8	9	10	11	12
4					
5					
6	Name of Ports after First Notice	Name of Last Port before ECA Entry	Name of Port with Fuel Oil Supply Disruption	Name of Original Fuel Supplier with Disruption	Number of Fuel Suppliers Contacted
7					
8	Buenaventura / Colombia	Buenaventura / Colombia	N/A	N/A	

	M	N	O	P	Q	R
1						
2						
3	13	14	15	16	17	18
4						
5						
6	Date of Entry in the ECA	Time of Entry in the ECA	Sulfur Content of Non-Compliant Fuel Oil	Projected Hours on Main Propulsion	Name of First POC	Compliance Fuel Oil Available at First POC?
7						
8	24-Oct-16	11:42	1,4 % and 0,94 %	6 hrs - 1,4 % ; 11,6 hr - 0,94 %	Gloucester	Yes

	S	T	U	V	W
1					
2					
3	19	20	21	22	23
4					
5					
6	Plan to Bunker Compliant Fuel Oil at First POC?	Number of fuel suppliers contacted at First POC	Name of Second POC	Compliant Fuel Oil at Second POC?	Plan to Bunker Compliance Fuel Oil at Second POC?
7					
8	40 m/t ULSMGO	1	Atlantic Bulk Limited	N/A	N/A

	X	Y	Z	AA	AB
1					
2					
3	24	25	26	27	28
4					
5					
6	Number of Fuel Suppliers Contacted at the Second POC?	Date of Exit from ECA?	Time of Exit from ECA?	Has this vessel operated in the ECA in previous 12 months?	Number of Separate Visits to the ECA
7					
8	N/A	N/A	N/A	No	1

	AC	AD	AE	AF	AG
1					
2					
3	29	30	31	32	33
4					
5					
6	Number of Ports visited in the ECA	Previously submitted ECA0100 forms?	Number of Submitted Reports	Designated Corporate Official Name	Designated Corporate Official E-mail
7					
8	1 N/A		Nil		

	AH
1	
2	
3	34
4	
5	
6	Designated Corporate Official Phone Number
7	
8	

	AI	
1		
2		
3		35
4		
5		
6	Description of Actions to Achieve Compliance	
7		
8	<p>As per plan for passing NA-ECA vessel should enter to NA-ECA at position Lat: 37 12,0 N/Long: 071 17,0 W , then proceed to Cape Henlopen PLS and then to Gloucester Marine Terminal : Total distance 292 nm calculated time for covering this distance about 29 hr in good weather condition. Quantity of compliant fuel oil ULSMGO (sulfur 0,002%) at the entrance to NA-ECA was 17,5 m/t which expect to be sufficient to cover the distance from entrance NA-ECA to berthing position. Due to bad weather condition (NW wind 6-7 BF) ships speed dropped down and vessel unable to pass required distance with available quantity of compliant fuel. Vessel entered to NA-ECA at 11:42 lt (15:42 UTC) 24th October 2016 at position Lat: 37 12,0 N/Long: 071 17,0 W on HFO with sulfur content 1,4 % , then at 18:20 LT (22:20 UTC) 24th October 2016 at position 37 27,0 N / 071 56.4 W change over fuel to other kind LSHFO with 0,94 % sulfur content (only 6,5 m/t was available on board). At 05:20LT (09:20 UTC) 25th October 16 in position Lat 38 00.5 N / Long: 073 26.7 W vessel reached position where possible to use available ULSMGO to have sufficient quantity to reach berthing position. Commenced fuel change over from LSHFO to ULSMGO (sulfur 0,002%). At 06:00 LT (10:00 UTC) 25th October 16 in position Lat 38 02.5N / 073 32.2 W completed fuel change over to ULSMGO. From this time vessel using only compliant fuel (ULSMGO)for NA-ECA.</p>	